BRINKBURN RETURNS TO THIS PORT FOR ORDERS FROM LONDON OWNERS

Departure of the Steamship for Vladivostok Is Delayed

Japanese Activity Causes Hesitation.

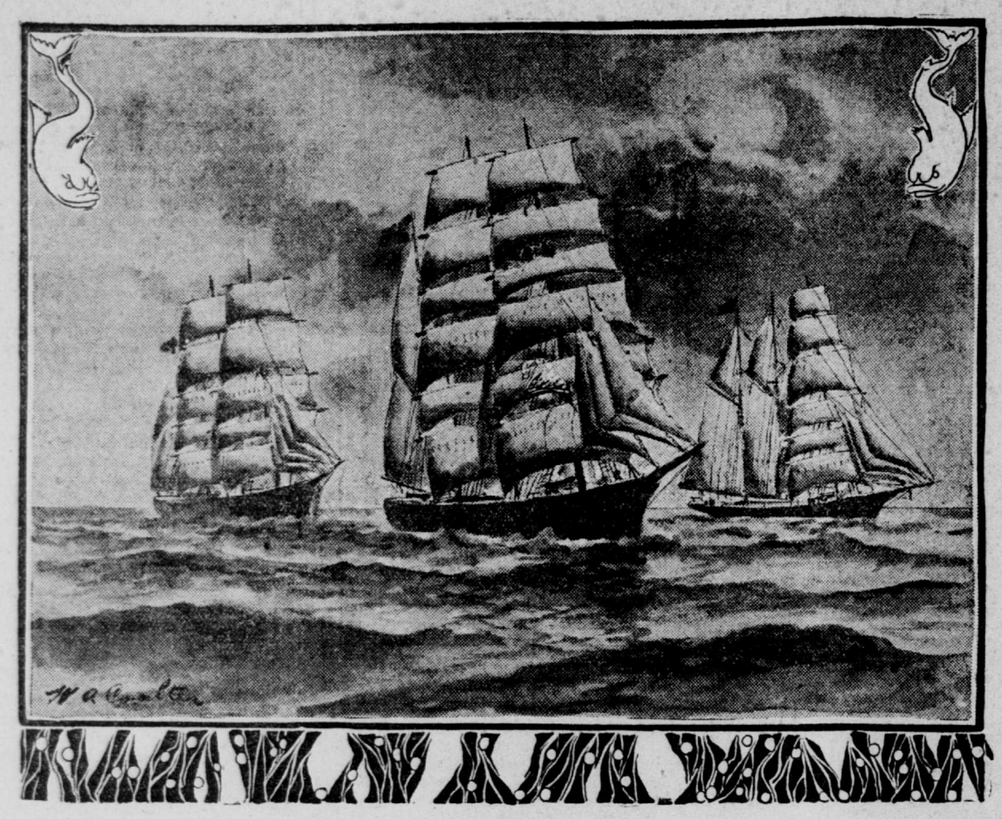
Five of Blockade Runner's Crew Desert.

The British steamer Brinkburn Captain Peters, which left here recently with a large cargo of supplies for Vladivostok, returned yesterday and will await instructions from London before either discharging her cargo or proceeding for the Russian port.

The Brinkburn went from here to Comox, where she filled her coal bunkers for the run across the Pacific. From Comox she was ordered to Victoria. While there the cable told her owners in London that the Japanese blockade was in first-class working shape and that the Mikado's navy was gathering in everything in the way of floating property that was headed for Vladivostok. It was decided to abandon the attempt to take the Brinkburn through the blockade and Captain Peters was ordered to bring his ship to this port and discharge his cargo. When the Brinkburn arrived off port, however, two sets of orders were placed on board. One ordered Captain Peters to proceed with all speed to Vladivostok. The other ordered him to wait outside for further orders. As five members of the crew had deserted at Victoria and as the orders were conflicting, Captain Peters decided to come into port, and he is here.

He communicated by cable with London and expects to-day to receive definite instructions. Meanwhile he will ship five men to replace the deserters and be prepared to carry out, without delay, any orders he may receive.

Since December 19 the Japanese have captured thirteen steamers off Vladivostok. Four of them were loaded with Cardiff coal, 22,400 tons of it altogether; one carried kerosene, another machine oil and shipbuilding materials and the others forage, provisions and general supplies. Two of the prizes hailed from this port, the Wyefield and the M. S. Dollar. Of the thirteen blockade runners two were captured in December, eight in January and three this month, two of them yesterday. All but two of the captured steamers were under the British flag.



BARKENTINES ARCHER AND IRMGARD AND BARK SANTIAGO, WHICH LEFT HONOLULU WITH THE INTENTION OF RACING TO SAN FRANCISCO. THE ARCHER AND SANTIAGO MADE THE RUN IN TWENTY-FIVE DAYS AND MAY DIVIDE THE PURSE. THE IRMGARD IS STILL AT SEA.

It Was Not the Aztec.

The weather bureau lookout at Point Reyes yesterday morning reported to the Merchants' Exchange and the Marine Exchange that the Pacific Mail Company's freighter Aztec, Captain Frazier, had passed that promontory, bound south. As the Aztec is bound from Mororan, direct to Acapulco, the Merchants' Exchange asked to have the report repeated and the name of the steamer carefully spelled. In the amended report the passing vessel proved to be the Arctic from Eureka, which later reached port. The other exchange reported the Aztec to the Pacific Mail Company and Captain Frazier was promptly pilloried as all kinds of an un-navigator for getting three thousand miles off his course. It was recalled that when the Aztec left here with orders to proceed direct to Yokohama, Captain Frazier wandered into Honolulu and there was much speculation as to why he should lay his course from Mororan for Acapulco by way of Point Reyes. When the little tempest was boiling furiously the mistake was discovered and all the hammers were put away. Captain Frazier was formerly in the army transport service, but was relieved of his command and his Government job when he ran the Sherman on the rocks.

Southerly Wind Delays Coasters.

When the wind blows from the southward with a velocity of sixty miles an hour, as it did on Sunday, it means that southbound coasters are going to burn an extra amount of coal without any adequate compensation in the way of increased speed. In fact with a sixty-mile-an-hour breeze to buck, it's a powerful coaster that makes enough headway to keep the log line stretched out astern. Standing still sometimes means a high consumption of fuel. The steamer Breakwater, which under ordinary circumstances easily makes the run from Coos Bay to this port in thirty-three hours, arrived yesterday just seventeen hours late. The City of Puebla, due yesterday morning from Puget Sound, had not put in an appearance late in the afternoon and all southbound coasters that were out in Sunday's blow will be very late reaching port. The wind blew with less velocity yesterday, but the bar continued rough and no vessels put to sea unless the maintenance of a schedule demanded it.

Santiago Ties the Archer.

Captain Lancaster of the barkentine Archer spoke too soon on Sunday when he claimed the victory in the three-cornered race between his vessel, the bark Santiago and the barkentine Irmgard. The Archer came up in twenty-five days. She arrived Sunday. "I have won, hands down," said Captain Lancaster when he found the other vessels not in port. The Santiago, however, left Honolulu more than a day later than the Archer and yesterday she came into port, also twenty-five days from Honolulu, and Captain Anderson, if the corrected time does not show the Santiago a winner, expects at least to divide the purse with Captain Lancaster. The Irmgard is now out twenty-seven days.

The Overdue List.

The British ship Halewood was added yesterday to the overdue list. She is out 127 days from Vancouver for Callao and in a cable received from London by M. A. Newell her rate was quoted at 10 per cent. The rate on the steamer Skidby was advanced to 55 per cent. The other overdues are: Robert Rickmers, 90 per cent; Stork, 80 per cent; Francois and Brodick Bay, 5 per cent.

NEWS OF THE OCEAN.

Matters of Interest to Mariners and Shipping Merchants.

The British steamer Glenturret will load barley here for Yokohama (rechartered).

The barkentine Archer returns to Honolulu with general cargo.

Exports by the Senator.

The steamer Senator sailed on Sunday for Victoria with an assorted merchandise cargo consigned to the port of destination and other British Columbian ports, valued at $9395, and including the following:

622 pkgs fresh fruits, 92 pkgs fresh vegetables, 300 sks potatoes, 9278 pounds dried fruit, 4710 pounds raisins, 2230 pounds nuts, 33,083 pounds malt, 450 pounds beans, 801 pounds coffee, 1875 pounds farinaceous goods, 10 pkgs provisions, 202 pounds cheese, 4 pkgs paste, 540 pounds chocolate, 1000 pounds sugar, 307 gals 27 cs wine, 1599 rolls building paper, 2283 feet hardwood, 2 pkgs machinery, 124 pounds leaf tobacco, 180 sks coal, 5 cs paints, 4 cs drygoods, 24 bdls paper, 8 cs arms and ammunition, 750 tins matches, 7 crts bicycles.

The steamer also carried 36,875 pounds dried fruit, valued at $1616, en route to Winnipeg, and 50 pkgs dredging material, valued at $1525, for Dawson.

Notice to Mariners.

The following affects the list of lights, buoys and daymarks, Pacific Coast, 1904:

OREGON.

Williamette River, page 63.—Coon Island Channel Buoy No. 6, a red first-class spar, heretofore reported adrift, was replaced February 15.

WASHINGTON.

Grays harbor entrance, page 71.—Trustee Spit Buoy No. 2, a red first-class nun, was established February 13, in 28 feet of water, to mark the extremity of a sandspit making out in a northwesterly direction from the end of the jetty.

Point Brown, lone tree, N. N. E.; Jetty Wharf, outer end, E. N. E. ½ E.; Grays Harbor Lighthouse, E. ½ S. By order of the Lighthouse Board.

L. C. HEILNER,
Commander, U. S. N., Lighthouse Inspector.

Movements of Steamers.

TO ARRIVE.

Steamer.	From.	Due.
Montara	Seattle	Feb. 21
Edith	Oyster Harbor	Feb. 21
G. Lindauer	Grays Harbor	Feb. 21
Sequoia	Willapa Harbor	Feb. 21
Czarina	Coos Bay	Feb. 21
City Puebla	Puget Sound Ports	Feb. 21
Pomo	Point Arena & Albion	Feb. 21
Northland	San Pedro	Feb. 22
Redondo	Portland & Astoria	Feb. 22
North Fork	Humboldt	Feb. 22
C. Nelson	Humboldt	Feb. 22
City Peking	New York via Ancon	Feb. 22
Chehalis	Grays Harbor	Feb. 22
Vanguard	Humboldt	Feb. 22
H. Dollar	San Pedro	Feb. 23
Corona	Humboldt	Feb. 23
Point Arena	Mendocino & Pt. Arena	Feb. 23
Queen	San Diego & Way Pts	Feb. 23
Oregon	Portland & Astoria	Feb. 23
M. F. Plant	Coos Bay	Feb. 23
Norwood	San Pedro	Feb. 23
Roanoke	Portland & Way Ports	Feb. 24
Santa Cruz	San Pedro & Way Pts	Feb. 24
Elizabeth	Coquille River	Feb. 24
Newburg	Grays Harbor	Feb. 25
Umatilla	Puget Sound Ports	Feb. 25
Eureka	Humboldt	Feb. 25
S. Barbara	San Pedro	Feb. 25
San Jose	New York via Ancon	Feb. 26
Centennial	Seattle & Tacoma	Feb. 26
Pomona	Humboldt	Feb. 26
Enterprise	Hilo	Feb. 26
South Bay	Portland & Astoria	Feb. 26
Curacao	Mexican Ports	Feb. 27
S. Dollar	Hongkong via Kobe	Feb. 27
State of Cal	San Diego & Way Pts	Feb. 27
Columbia	Portland & Astoria	Feb. 28
Alameda	Honolulu	Feb. 28
Coos Bay	Newport & Way Ports	Feb. 28
City Para	New York via Ancon	Mar. 2

TO SAIL.

Steamer.	Destination.	Sails.	Pier.
February 21.			
Centralia	Grays Harbor	4 pm	Pier 10
Rainier	Seattle & Bilngham	4 pm	Pier 10
Columbia	Astoria & Portland	11 am	Pier 24
Jeanie	Seattle & Tacoma	5 pm	Pier 20
F. Kilburn	Portland & Way	2 pm	Pier 27
Breakwater	Coos Bay direct	5 pm	Pier 8
February 22.			
Eureka	Humboldt	9 am	Pier 13
Pomona	Humboldt	1:30 p	Pier 9
Arctic	Humboldt	9 am	Pier 2
Assuan	Hamburg & Way		Pier 19
Northland	Astoria & Portland	12 m	Pier 27
February 23.			
H. Dollar	Seattle direct	4 pm	Pier 20
Pomo	Pt. Arena & Albion	6 pm	Pier 2
State of Cal	San Diego & Way	9 am	Pier 11
Coos Bay	Newport & Way	9 am	Pier 11
Ventura	Sydney & Way Pts	2 pm	Pier 7
Sequoia	Willapa Harbor	12 m	Pier 20
Norwood	Seattle direct		Pier 2
Montara	Seattle direct	4 pm	Pier 9
Czarina	Coos Bay direct	5 pm	Pier 8
J. Higgins	Los Angeles Ports	11 am	Pier 2
February 24.			
Roanoke	Los Angeles Ports	3 pm	Pier 13
City Puebla	Puget Sound Ports	11 am	Pier 9
Redondo	Portland & Way		Pier 2
February 25.			
Point Arena	Point Arena	4 pm	Pier 2
M. F. Plant	Coos B. & Pt. Orfd	4 pm	Pier 13
S. Monica	Grays Harbor	4 pm	Pier 2
N. Fork	Humboldt	9 am	Pier 20
Coptic	China & Japan	1 pm	Pier 40
City Peking	N. Y. via Ancon	12 m	Pier 40
Elizabeth	Coquille River	5 pm	Pier 20
Corona	Humboldt	1:30 p	Pier 9
Vanguard	Humboldt	5 pm	Pier 27
February 26.			
Oregon	Astoria & Portland	11 am	Pier 24
C. Nelson	Humboldt	9 am	Pier 20
Queen	San Diego & Way	9 am	Pier 11
February 27.			
S. Barbara	Grays Harbor	4 pm	Pier 2
February 28.			
Newburg	Grays Harbor	2 pm	Pier 10
March 1.			
Umatilla	Puget Sound Ports	11 am	Pier 9
Centennial	Seattle & Tacoma	5 pm	Pier 20

FROM SEATTLE.

Steamer.	Destination.	Sails.
Ramona	Skagway & Way Pts	Feb. 21
Jefferson	Skagway & Way Ports	Feb. 23
Bertha	Seldovia & Way Ports	Feb. 25
Cottage City	Skagway & Way Ports	Feb. 28
Excelsior	Seward & Way Ports	Mar. 1
Al-Ki	Skagway & Way Ports	Mar. 3
Santa Clara	Valdez & Seward	Mar. 6

Time Ball.

Branch Hydrographic Office, U. S. N., Merchants' Exchange, San Francisco, Cal., February 20, 1905.

The Time Ball on the tower of the Ferry building was dropped exactly at noon to-day—i. e., at noon of the 120th meridian, or at 8 p. m. Greenwich time.

J. C. BURNETT,
Lieutenant, U. S. N., in charge.

Sun, Moon and Tide.

United States Coast and Geodetic Survey—Time and Height of High and Low Waters at Fort Point, entrance to San Francisco Bay. Published by official authority of the Superintendent.

NOTE—The high and low waters occur at the city front (Mission-street wharf) about 25 minutes later than at Fort Point; the height of tide is the same at both places.

TUESDAY, FEBRUARY 21.

Sun rises 6:53
Sun sets 5:56
Moon rises .....8:22 p. m.

Feb.	Time H W	Ft.	Time L W	Ft.	Time H W	Ft.	Time L W	Ft.
21	0:53	5.4	6:22	1.6	12:32	5.5	6:50	0.2
22	1:30	5.5	7:15	1.3	1:27	5.2	7:36	0.8
23	2:10	5.5	8:13	1.2	2:28	4.8	8:25	1.4
24	2:52	5.4	9:06	1.1	3:40	4.4	9:15	2.0
25	3:40	5.4	10:20	0.9	5:03	4.1	10:15	2.5
26	4:32	5.4	11:34	0.7	6:33	4.0	11:22	2.8
27	5:35	5.3	12:42	0.5	7:54	4.1	.....	.....

NOTE—In the above exposition of the tides the early morning tides are given in the left hand column and the successive tides of the day in the order of occurrence as to time; the fourth time column gives the last tide of the day, except when there are but three tides, as sometimes occurs. The heights given are in addition to the soundings of the United States Coast Survey Charts, except when a minus (—) sign precedes the height, and then the number given is subtracted from the depth given by the charts. The plane of reference is the mean of the lower low waters.

Weather Report.

(120th Meridian—Pacific Time.)

SAN FRANCISCO, Feb. 20—5 p. m.

The following maximum and minimum temperatures are reported for previous day:

Boston	26-18	Pittsburg	42-32
Chicago	32-28	New Orleans	62-48
Jacksonville	64-50	New York	30-28
Honolulu, H. I.	76-60	St. Louis	34-32
Philadelphia	34-28	Washington	38-28

SAN FRANCISCO .....64-50.

The following are the seasonal rainfalls to date as compared with those of the same date last season, and the rainfall in the last twenty-four hours:

Stations—	Last 24 Hours.	This Season.	Last Season.
Eureka	0.34	23.06	33.36
Red Bluff	0.00	25.35	16.75
Sacramento	0.00	14.67	9.05
San Francisco	0.00	16.92	11.27
Fresno	Trace	8.02	2.56
Independence	0.00	1.68	1.26
S. L. Obispo	0.04	16.33	6.43
Los Angeles	0.00	12.15	2.52
San Diego	0.00	10.29	1.75

THE COAST RECORD.

STATIONS.	Barometer.	Maximum Temperature	Minimum Temperature	Direction of Wind	State of Weather	Precipitation
Baker	30.28	46	36	SE	Rain	.05
Carson	30.14	58	40	SW	Cloudy	.00
Eureka	30.14	60	48	S	Cloudy	.34
Fresno	30.16	70	48	SW	Cloudy	T.
S. E. Farallon	30.20	62	55	S	Cloudy	.00
Flagstaff	30.28	44	22	E	Cloudy	.00
Independence	30.18	62	36	SE	Cloudy	.00
Los Angeles	30.06	76	52	NW	Cloudy	.00
Mt. Tamalpais	30.20	58	44	S	Cloudy	.00
North Head	29.92	48	42	N	Rain	.06
Phoenix	30.08	74	48	NW	Clear	.00
Point Reyes	30.16	61	44	SW	Cloudy	.00
Pocatello	30.34	48	26	E	Pt. Cldy	.36
Portland	30.02	54	42	SE	Rain	.30
Red Bluff	30.18	66	48	S	Clear	.00
Roseburg	30.06	58	46	S	Cloudy	.08
Sacramento	30.18	66	48	W	Cloudy	.00
San Francisco	30.20	64	50	W	Pt. Cldy	.00
S. L. Obispo	30.12	72	44	N	Cloudy	.04
San Diego	30.00	72	54	NW	Clear	.00
Seattle	30.08	52	42	SE	Rain	.16
Spokane	30.20	50	32	S	Cloudy	.19
Tatoosh	29.96	48	..	E	Rain	.08
Walla Walla	30.18	58	30	S	Cloudy	T.
Winnemucca	30.24	56	28	SW	Cloudy	.10
Yuma	30.08	76	42	NW	Clear	.00

WEATHER CONDITIONS AND GENERAL FORECAST.

The pressure has risen rapidly over the northern half of the coast. It is beginning to fall south of Point Conception.

Light rain has fallen at Eureka and also in Oregon and Washington. A thunderstorm is reported at Pocatello.

Forecast made at San Francisco for thirty hours, ending midnight, February 21:

California, north of Tehachapi—Cloudy, unsettled weather Tuesday, with showers in the northern portion; fresh south winds.

California, south of Tehachapi—Cloudy Tuesday; light east winds.

Nevada—Cloudy Tuesday.

San Francisco and vicinity—Cloudy Tuesday; fresh south winds.

Los Angeles and vicinity—Cloudy Tuesday; light east winds.

Sacramento—Cloudy Tuesday; fresh south winds.

Fresno—Cloudy Tuesday; light south winds.

A. G. McADIE, District Forecaster.

SHIPPING INTELLIGENCE.

ARRIVED.

Monday, February 20.

Br stmr Brinkburn, Peters, 4 days from Victoria, put in for orders.

Stmr Alcatraz, Olsen, 88 hours from San Pedro.

Stmr Pomona, Swanson, 20 hours from Eureka.

Stmr Centralia, Erickson, 86 hours from San Pedro.

Stmr San Pedro, Rasmussen, 88 hours from San Pedro.

Stmr Arctic, Nelson, 42 hours from Eureka.

Stmr State of California, Thomas, 40 hours from San Diego and way ports.

Stmr Breakwater, Johnson, 50 hours from Coos Bay.

Stmr W. H. Kruger, Norberg, 99 hours from Grays Harbor, bound south, put in for fuel.

Stmr Acme, Reed, 40 hours from San Pedro.

Stmr Maggie, Whitney, 4 hours from Halfmoon Bay.

Bark Santiago, Anderson, 25 days from Honolulu.

Schr Mary C. Beck, 9 hours from Bodega.

CLEARED.

Monday, February 20.

Stmr Columbia, Doran Portland and Astoria; S. F. and Portland S S Co.

SAILED.

Monday, February 20.

Stmr Argyll, Gilboy, Kahului, with bktn Fullerton in tow.

Stmr Maggie, Whitney, Halfmoon Bay.

Stmr San Pedro, Rasmussen, Eureka.

Bktn Fullerton, Mackechnie, Kahului, in tow stmr Argyll.

Stmr W. H. Kruger, Norberg, San Pedro.

Stmr Despatch, Weber, ——.

Schr Mildred, Kindlin, Willapa Harbor.

SPOKEN.

Feb 14—In lat 41 47 N, long 38 14 W, Br bark Genevieve Molinos, hence Oct 20, for Queenstown.

Per stmr Shasta, at Port Hadlock, Feb 18—Off Cape Lookout, stmr Olympic, from Bellingham, for San Francisco.

TELEGRAPHIC.

POINT LOBOS, Feb. 20, 10 p. m.—Weather cloudy; wind W; velocity 6 miles per hour. Bar rough.

DOMESTIC PORTS.

TACOMA—Arrived Feb 19—Stmr Mackinaw, hence Feb 16. Sailed Feb 19—Schr Transit, for Redondo.

UMPQUA RIVER—Arrived Feb 18—Schr Lily, hence Feb 10; schr Louise, hence Feb 14.

SAN DIEGO—Arrived Feb 19—Stmr Chico, from San Pedro.

PORT HADLOCK—Arrived Feb 19—Stmr Shasta, hence Feb 16.

PORT BRAGG—Arrived Feb 20—Stmr National City, hence Feb 19; stmr James S. Higgins, hence Feb 19.

ASTORIA—Arrived Feb 20—Stmr South Bay, hence Feb 17.

Arrived Feb 20—Schr Halcyon, hence Feb 6. Sailed Feb 20—Stmr Redondo, for San Francisco.

BANDON—Arrived Feb 20—Stmr Elizabeth, hence Feb 18.

TATOOSH—Passed in Feb 20—Stmr Meteor, hence Feb 17, for Comox.

Passed inward Feb 20—Schr Gamble, from Algoa Bay for Port Gamble; schr Okanogan, hence Feb 15 for Port Gamble.

Passed out Feb 20—Stmr Eureka, for San Francisco. Passed in—Bktn Aurora, hence Feb 15, for Mukilteo.

SANTA BARBARA—Sailed Feb 20—Stmr Queen, for San Diego.

PORT TOWNSEND—Arrived Feb 20—Schrs Ensign and Alice McDonald, from San Pedro.

PORT HARFORD—Sailed Feb 19—Stmr Coos Bay, for San Francisco. Feb 20—Stmr Whittier, with barge Santa Paula in tow.

COOS BAY—Sailed Feb 19—Stmr Czarina, for San Francisco.

Arrived Feb 20—Stmr M. F. Plant, hence Feb 18.

EUREKA—Sailed Feb 19—Stmrs Pasadena, Phoenix and Eureka, for San Francisco.

Arrived Feb 20—Stmr Corona, hence Feb 19; stmr Noyo, hence Feb 19; stmr Fulton, hence Feb 18.

Arrived Feb 20—Schr Ottilie Fjord, hence Feb 18.

FORT BRAGG—Sailed Feb 20—Stmr National City, for San Francisco.

GRAYS HARBOR—Arrived Feb 19—Schr Honoipu, from San Pedro; schr Dauntless, from San Pedro; schr Melrose, from Redondo; schr Espada, from San Pedro; schr Falcon, hence Feb 11.

Arrived Feb 20—Stmr Coronado, hence Feb 16th.

SEATTLE—Arrived Feb 20—Schr Fanny Dutard, hence Feb 4.

REDONDO—Arrived Feb 20—Stmr Asuncion, hence Feb 17, and sailed for San Francisco.

EASTERN PORTS.

NEW YORK—Sailed Feb 18—Nor stmr Sangstad, for Odessa.

FOREIGN PORTS.

FALMOUTH—Sailed Feb 18—Br ship Anaurus, for Liverpool.

Arrived Feb 17—Br ship Anaurus, from Tacoma.

CALLAO—Sailed Feb 11—Br ship Eudora, for Tocopilla.

MOJI—Sailed Jan 21—Ger stmr Germanicus, for Hongkong.

YOKOHAMA—Sailed Feb 8—Jap stmr Iyo Maru, for Seattle. Feb 17—Br stmr Empress of India, for Vancouver.

ANCON—Arrived Feb 5—Stmr Acapulco, hence Jan 14.

ALGOA BAY—Arrived Feb 19—Br ship Drummuir, from Eureka, Cal.

LADYSMITH—Sailed Feb 18—Stmr Eureka, for San Francisco.

SYDNEY—Arrived Feb 19—Bktn James Tuft, from Bellingham.

VICTORIA—Arrived Feb 20—Stmr Eureka, from Ladysmith, B. C.

OCEAN STEAMERS.

NEW YORK—Arrived Feb 20—Stmr Ryndam, from Rotterdam, off Nantucket lightship.

GENOA—Arrived Feb 16—Stmr Liguria, from New York, via Naples.

ROTTERDAM—Sailed Feb 18—Stmr Rotterdam, for New York.

BOULOGNE—Sailed Feb 19—Stmr Rotterdam, from Rotterdam, for New York.

GIBRALTAR—Sailed Feb 20—Stmr Koenig Albert, from Genoa and Naples, for New York.

Memoranda.

TOKIO, Feb. 20.—Br stmr Powderham, from Barry, for Vladivostok, and Br stmr Silviana, bound for Vladivostok, were both captured by Japanese.

FORMER SURVEYOR DEFEATS CITY IN A SUIT FOR PAY

C. S. Tilton Must Be Compensated for Services Rendered as Engineer Thirteen Years Ago.

By the decision of Judge Troutt, rendered yesterday in a written opinion, C. S. Tilton is to receive $8500 and interest for services performed for the city and county more than a dozen years ago. Tilton was City and County Surveyor in 1891 and 1892. By resolution of the Supervisors, in January, 1901, he was directed to make an investigation and report upon a sewer outlet for Richmond District. After the report was made he was instructed to prepare plans and specifications for the construction of the system, and when the plans were accepted he was then directed to prepare the usual diagrams of the property affected by the proposed sewer. These duties were those of a "city engineer" and no such office then existing the board was empowered to employ the services necessary.

Upon the result of Tilton's labors a contract for building the system was awarded to the California Bridge Company and afterward declined for the reason (held invalid by Troutt) that the State law did not provide for the construction of sewers through private property.

After the expiration of Tilton's term of office the contract was rescinded and new specifications were ordered made by the new City Engineer, Fitzhugh. In a suit brought by Fitzhugh, in which the point was involved, the Supreme Court held that Tilton might be entitled to compensation for his services whether he had a legal remedy or not.

On the strength of this decision Judge Troutt holds that Tilton is entitled to recover and that the objection that he could not claim compensation for services performed while he was Surveyor is not tenable. It is also held that the constitutional amendment empowering the payment of certain unpaid claims for certain fiscal years applies to this claim.

When you have an aversion to food it is an indication that you should take Lash's Kidney and Liver Bitters.

ABANDONS USE OF OLD TERMS

Weather Bureau No Longer to Divide State in Reports Into "North" and "South"

NAMES ARE MISLEADING

California Climatic Belts to Be Known as "Mountain," "Valley" and "Coastal"

The United States Weather Bureau at Washington announces that it is planning to discard from its reports the terms "north" and "south" in descriptions of the climatology of California. Instead of these misleading geographical terms the bureau will use "Mountain," "Valley" and "Coastal" as more conveniently describing the climatic belts of the State.

The decision of the Weather Bureau is a result of correspondence with the California Promotion Committee, which suggested that inasmuch as the climate conditions in California were different from those of other States, the usual nomenclature of the bureau describing the climate in the different States would not apply in California. Geographical terms may be misleading in describing California climates. Climate in California is not determined by the distance north and south as it is on the Atlantic seaboard, but by the distance east and west, by altitude and distance from the ocean. What is known by the Weather Bureau as the "Orange-Growing Thermal Belt," extends from San Diego County on the south almost to the base of Mt. Shasta on the north, a distance of 700 miles. The mean annual temperature in this belt is between 60 and 70 degrees Fahrenheit. The first oranges on the Eastern markets from California grow in the Sacramento Valley. The decision of the Weather Bureau to divide the State into valley, mountain and coastal districts will be of advantage to the whole State and will give the Eastern inquirer a correct idea of the conditions he will find in different parts of California.

The Promotion Committee has received the following letter from Professor Moore, dated Washington, February 8:

Referring to your favor of the 24 inst., and to previous correspondence regarding terms used in California weather forecasts, I beg to say that the climatic peculiarities to which you refer, and the difficulty in covering them in a general forecast, for even a part of the State, is appreciated by the Weather Bureau, and a plan will be devised to carry out your suggestion to divide the State into valley, mountain and coastal, rather than into north and south districts.

Thanking you for calling my attention to a means by which the Weather Bureau can improve its service in California, I am, very truly yours,

WILLIS L. MOORE,
Chief United States Weather Bureau.

An active campaign has been under way for a year or more to secure a more extended notice of California climate in the East. The San Francisco weather report receives a wider circulation than that of any other city in the United States except Bismarck, N. D., and Omaha, Nebr., which are, it is said, peculiarly situated as forecast stations for the entire country. The San Francisco weather report is sent to the local weather observers in eighty-seven cities with the direction for publication in their weather reports to their local papers.

The committee has still on hand a few copies of "Climatology of California," by Alexander C. McAdie, of which 2000 extra copies were struck off by the Department of Agriculture from the original plates for distribution by the committee. Two maps are available for free distribution, one showing the "Orange-growing Thermal Belt" and the other showing the precipitation for twenty years.

Old Mexico Excursion.

You ought to go to Old Mexico. Eighteen days of delightful sightseeing in a wonderful land. Goes via the Grand Canyon of Arizona and El Paso. The rate, including all expenses, is $199. Excursion leaves San Francisco March 7. Personally conducted. For particulars ask the Santa Fe, 653 Market street.

FEE FOR EPPINGER RECEIVER.—Judge Murasky, who has had the matter under submission, yesterday approved the account of Henry Wadsworth, receiver in bankruptcy of the Eppinger grain assets. The court ordered the payment of $3000 to the receiver for his services and $2000 to his attorneys. These sums were opposed by some of the banks in litigation over the division of the remainder of the assets.

HEALTH BOARD IS CRITICIZED

Finance Committee Declares There Was No Need of an Appeal for Food Donations

TO DISMISS MECHANICS

Department of Public Works Asks $5000 for Maintenance of Building Bureau

The Board of Supervisors yesterday received a report from the Finance Committee in which the Health Board is criticized for its recent appeal to the public for donations of milk, vegetables and fruit to the employes of the County Hospital who are dissatisfied with their fare. The report contains a statement showing that the allowance for the hospital in 1900-1 was $87,600; in 1901-2, $101,560; in 1902-3, $110,000; in 1903-4, $122,000, and in 1904-5, $144,100. The committee declares that the Health Board is not handicapped by a smaller fund than its predecessors. The report continues:

The budget of 1904-5 allows the City and County Hospital $12,200 for maintenance and $9100 for repairs in excess of the budget allowances of 1903-4, and $23,200 for maintenance and $11,000 for repairs in excess of the budget allowances of 1902-3.

Your committee also reminds your honorable body that during the past fiscal year the Board of Health, in direct violation of the civil service provisions of the charter, appointed an officer with the title of deputy warden and custodian.

In order to safeguard the civil service system the Finance Committee recommended an itemization of the hospital fund, segregating the fund for salaries from the allowance for maintenance. Thereupon the above-named official ceased to be a deputy warden and custodian and became a head ward tender. There would be no special interest in this were it not that the salary of the head ward tender ($1500 a year) is taken improperly from the fund allowed for maintenance, and diminishes the fund available for vegetables and fruits by $1500.

Grades were ordered changed and established on Bache, Porter, Roscoe and Benton streets.

The Board of Works reported that it would be compelled to lay off a number of mechanics in the Bureau of Building unless an additional allowance of $5000 is made. The petition was referred to the Finance Committee, as well as the one for $576 additional to an appropriation of $10,000 to build an engine house on Twenty-sixth avenue and $500 to make alterations in the secretary's office.

A petition of the West of Castro Club that Twenty-third street between Diamond and Douglass be made passable was referred to the Street Committee. The club says it has appealed in vain to the Board of Works to afford relief.

The City Attorney was asked for an opinion whether the city is liable for the expense of paving Point Lobos avenue with bitumen.

The Board of Works was authorized to expend the sum of $4500 to construct a concrete parapet on grade from the beach to the Cliff House.

The width of sidewalks on California street from Presidio avenue to Thirty-third avenue was fixed at fifteen feet.

To Distribute Bliss Estate.

George D. Bliss Jr., as administrator of the estate of his father, George D. Bliss, who died in February, 1902, yesterday filed a final account and petitioned for a distribution of the estate, which is valued at nearly $400,000. Nearly all of the property is in extensive ranch lands in Tulare, San Mateo, Merced and Madera counties, and through the purchase of the interest of the other heirs the greater portion of the estate will go to George and Richard O. Bliss, his brother. The young men deeded the San Francisco home to their mother and contracted to pay her $40,000 in money for her share. Agreements have also been made with the daughters, Helen M. Sullivan, Annie B. Rucker and Harriet L. Herrmann.

Dr. Keck Has Returned From Europe. Resumes practice, Jas. Flood bldg., Powell and Market, rooms 368-370, 3d floor. Hours 2-4 p. m. Res., 312 Ellis. Special attention given diseases of the skin.

CHINESE MARY LANDED.—Little Mary Dreiblibies, the two-year-old Chinese girl who arrived on the steamship Siberia last Sunday, was allowed to land yesterday as a traveler on a section 6 certificate. She is the adopted daughter of Miss Carrie Dreiblibies, a Christian missionary, who will return to China with the girl in about six months.

ADVERTISEMENTS.

Electro-Chemistry
TAKES THE PLACE OF THE
KNIFE

MRS. G. W. BREWSTER, PASO ROBLES, CAL., CURED OF FLOATING KIDNEY BY ELECTRO-CHEMISTRY.

The Electro-Chemic treatment has a wonderful curative effect in special diseases of women. It cures these bad diseases when the ordinary medical treatments do them no good. It cures bad cases that are turned over to the surgeon for treatment by the family doctor because the family doctor fails to cure them with medicines. There is too much surgical treatment upon women. Electro-Chemistry is taking the place of surgery in very serious cases, and is curing these bad cases quickly, painlessly and cheaply, thus saving suffering women the horrors and dangers and the great expense of surgical treatment. No woman should consent to the use of the knife until she has at least investigated what this wonderful new Electro-Chemic treatment will do for her. Right here in San Francisco, many happy women have been cured by Electro-Chemistry after having been told that surgery was the only treatment that could cure them. Many have given public testimonials of their cures. To all suffering women, the Electro-Chemic specialists extend a cordial invitation to come for a thorough Electro-Chemic examination free of charge. This examination will at least tell what can be done and whether or not surgical treatment must be resorted to. This examination is free and in many serious cases it will show the sufferers a pleasant way to health and strength and save them from the knife. All sufferers are invited to call at the Electro-Chemic Institute for free consultation and examination. Electro-Chemistry is the surest, safest, quickest and therefore the cheapest treatment known for the cure of catarrh, consumption, asthma, bronchitis, deafness, ringing ears, cancers, tumors, eczema, blood poison, skin diseases, rheumatism, neuralgia, locomotor ataxia, paralysis, dizziness, fainting spells, special diseases of men—stricture, varicocele, loss of strength, nerve exhaustion, etc. The Electro-Chemic home treatment is the most successful because the patient is loaned, free of charge, a complete Electro-Chemic apparatus with which the treatment is applied at home. Those persons living at a distance who can conveniently call for the personal examination should do so. In the majority of cases the patient can return home the same day, taking the necessary treatment along. Those who cannot possibly come for the personal examination should write a careful description of their symptoms and receive, free of charge, full instructions for home examination and treatment. The Electro-Chemic Institute is the only institution of this character on the Pacific Coast and is centrally located at 118 Grant avenue, corner of Post street, San Francisco, Cal. The office hours are from nine in the morning until five in the afternoon and from seven to eight at night and on Sundays from ten in the morning until one in the afternoon. There are separate and private apartments for ladies and gentlemen.

OCEAN TRAVEL.

PACIFIC COAST STEAMSHIP CO.

Steamers leave Piers 9 and 11, San Francisco:
For Ketchikan, Wrangel, Juneau, Treadwell, Haines, Skagway, etc., Alaska—11 a. m., Feb. 19, 24, March 1. Change to this company's steamer at Seattle.
For Victoria, Vancouver, Port Townsend, Seattle, Tacoma, Everett, Anacortes, South Bellingham, Bellingham—11 a. m., Feb. 19, 24, March 1. Change at Seattle to this company's steamers for Alaska and G. N. Ry.; at Seattle or Tacoma to N. P. Ry.; at Vancouver to C. P. Ry.
For Eureka (Humboldt Bay)—Pomona, 1:30 p. m., Feb. 16, 22, 28, March 6. Corona, 1:30 p. m., Feb. 19, 25, March 3.
For Los Angeles (via Port Los Angeles and Redondo), San Diego and Santa Barbara: Queen, Sundays, 9 a. m.
State of California, Thurs